



FOURTEENTH COAST GUARD DISTRICT
LOCAL NOTICE TO MARINERS
SPECIAL EDITION
00/07

MISSION

The Fourteenth Coast Guard District Aids to Navigation and Waterways Management Branch is responsible for federal aids to navigation, regulates private aids to navigation, issues Local Notice to Mariners, approves federal and private Aids to Navigation projects, and reviews navigable waterways to ensure they conform to the lateral marking system. To service these federal aids, the Fourteenth Coast Guard District employs three cutters and one Aids to Navigation Team.

CAUTION WHEN USING AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid to navigation. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of the practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are affixed to sinkers by varying lengths of chain, and the fact that the buoy body and/or sinker positions are not under continuous surveillance, but are normally checked only during periodic maintenance visits, which occur more than a year apart. Due to the forces of nature, the position of the buoy body can be expected to shift inside and outside the charted symbol. The mariner is also cautioned that buoys may be extinguished or sound signals may not function as the result of natural causes, collisions, or other accidents. For the foregoing, **A PRUDENT MARINER MUST NOT RELY SOLELY UPON THE POSITION OR OPERATION OF FLOATING AIDS TO NAVIGATION**, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard buoys always risks a collision with the yawing buoy or the obstruction the buoy marks.

REPORTING OF AN AIDS TO NAVIGATION DISCREPANCY

To report a destroyed or inoperative aid to navigation, contact your nearest Coast Guard unit, or Coast Guard Sector Honolulu at (808) 842-2600 / 2601.

- Report the following:
- The name or location of the aid, and Light List number if known.
- The day and time that the aid was noticed discrepant.
- What is wrong with the aid.
- Your name and phone number or vessel name and call sign.
- If known, who / what destroyed or damaged the aid.

PRIVATE AIDS TO NAVIGATION

Private Aids to Navigation include lighted structures and day beacons, lighted and unlighted buoys, RACONs and fog signals. Almost half of the aids to navigation established in the Fourteenth District are operated and maintained by private interests. These interests include private citizens, marina and yacht clubs, municipal and state governments, construction and dredging companies, research and non-profit organizations, beachfront associations, and large industrial concerns.

Private aids on navigable waters regulated by the federal government require either a Coast Guard permit or Coast Guard letter of no objection. The application for a permit, form CG-2554, can be obtained by writing or faxing the Private ATON Manager at the address and phone number given below. Likewise, form CG-2554 is the means of applying for a letter of no objection. Unlighted, non-commercial, single-boat mooring buoys do not require a Coast Guard permit, provided they do not cause more than a minimal adverse effect on navigation and display the standard markings, which is white with a blue stripe. The same is true of most information and regulatory marks, such as swim buoys, no-wake buoys, and racecourse buoys. For these, a Coast Guard letter of no objection is required. Owners contemplating establishing such buoys should also contact the appropriate authority, usually the Army Corps of Engineers, to determine what additional requirements may exist.

The Private ATON Manager provides applicants assistance in processing their paperwork. Federal regulations governing aids to navigation, copies of permits previously issued to the applicant, illustrations of standard markings, and lists of commercial ATON manufacturers are available. Questions and requests should be directed to:

Commander (dpw)
Fourteenth Coast Guard District
300 Ala Moana Boulevard, 9-216
Honolulu, HI 96850-4982
Attn: Private ATON Manager
Tel: (808) 541-2317
Fax: (808) 541-2309

U.S. Army Corps of Engineers
Honolulu District
Building 230
Ft. Shafter, HI 96858-5440
Attn: CEPOH-EC-R
Phone: (808) 438-9258

Owners are reminded of their responsibility for the proper operation and maintenance of their private aids to navigation. When owners receive discrepancy reports from the Coast Guard, they are obligated to take immediate action to correct the discrepancy. Mariners are reminded that they have a responsibility to report discrepant private aids to the nearest Coast Guard unit. All aids to navigation in the Fourteenth District, both private and federally maintained, are user monitored. The failure of a mariner to report a discrepant aid to navigation may result in casualties to others. The Coast Guard issues broadcast notice to mariners for reported discrepancies that remain in effect until the discrepancy is corrected or is published in the Local Notice to Mariners.

FISH AGGREGATING DEVICE (FAD) BUOY INFORMATION AND DISCREPANCIES

The State of Hawaii has placed Fish Aggregating Devices (FADs) in the waters surrounding the main Hawaiian Islands. These buoys attract schools of tuna and other important pelagic fishes, such as dolphinfish (Mahimahi), wahoo (Ono), and billfish. FADs allow fishermen to easily locate and catch these species. Mariners requesting up to date information concerning Hawaiian Islands FAD Buoys, or reports of discrepancies, may visit the Hawaii FAD web site at: <http://www.hawaii.edu/HIMB/FADS/>, contact Mr. Warren Cortez at (808) 848-2939, or send written correspondence to:

Mr. Warren Cortez
Hawaii Institute of Marine Biology
Fish Aggregating Devices Program
1 Sand Island Road
Honolulu, HI 96819

Mariners requesting information concerning American Samoa Fish Aggregating Device (FAD) Buoys, or reports of discrepancies, may contact Mr. Ray Tulafono at (684) 633-4456 or by fax at (684) 633-5944.

NOAA BUOYS

The National Oceanic and Atmospheric Administration (NOAA) National Data Buoy Center (NDBC) is affiliated with the National Weather Service (NWS). NDBC designs, develops, operates, and maintains a network of data collecting buoys and coastal stations. Moored buoys are the weather sentinels of the sea. They are deployed in the coastal and offshore waters from the western Atlantic to the Pacific Ocean around Hawaii, and from the Bering Sea to the South Pacific. NDBC's moored buoys measure and transmit barometric pressure; wind direction, speed, and gust; air and sea temperature; and wave energy spectra from which significant wave height, dominant wave period, and average wave period are derived. Even the direction of wave propagation is measured on many moored buoys. In addition to their use

in operational forecasting, warnings, and atmospheric models, moored buoy data are used for scientific and research programs, emergency response to chemical spills, legal proceedings, and engineering design.

NDBC's fleet of moored buoys includes 6 types: 3-m, 10-m, and 12-m discus hulls; 6-m boat-shaped (NOMAD) hulls; and the newest, the Coastal Buoy and the Coastal Oceanographic Line-of-Sight (COLOS) buoy. The choice of hull type used usually depends on its intended deployment location and measurement requirements. To assure optimum performance, a specific mooring design is produced based on hull type, location, and water depth. Some deep ocean moorings have operated without failure for over 10 years.

Information regarding the National Data Buoy Center as well as real time buoy weather observations can be viewed at: <http://www.ndbc.noaa.gov/>.

LOCAL NOTICE TO MARINERS

The Fourteenth District Local Notice to Mariners (LNM) is the primary source of information for mariners while the Broadcast Notice to Mariners (BNM) provides supplementary, last minute information. Although individual articles refer to specific charts and/or publications, it is the responsibility of users to decide which of their charts and/or publications require corrections.

To standardize the system throughout the U.S. Coast Guard, the following format has been adopted:

•SECTION I: SPECIAL NOTICES

Information that affects a wide segment of the maritime public or is otherwise especially noteworthy with regard to particular events and general developments in navigation.

•SECTION II: DISCREPANCIES - DISCREPANCIES CORRECTED

Lists the aids to navigation that are not operating as published in the Light List or indicated on nautical charts. Also listed will be discrepancies that have been corrected since their publication in the last Local Notice to Mariners.

•SECTION III: TEMPORARY CHANGES AND CORRECTIONS

Lists the aids to navigation that have a change of a temporary nature. In addition, temporary changes which have been corrected since their publication in the last Local Notice to Mariners will be listed.

•SECTION IV: CHART CORRECTIONS

Corrective action affecting charts is contained in section IV where chart corrections and new editions of charts are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Related charts, if any, have their own correction, which in turn pertain to a single chart only. A chart correction followed by: (Temp) indicates that it is temporary in nature; P indicates that it is preliminary, and that permanent corrective action will appear in a future Local Notice to Mariners; the letter M immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. Courses and bearings are given in degrees clockwise from 000° T. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles.

•SECTION V: ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION

Contains advance notice of approved projects, or significant changes that are scheduled for a certain date of accomplishment. It may also contain notices of forthcoming temporary changes, such as dredging.

•SECTION VI: PROPOSED CHANGES IN AIDS TO NAVIGATION

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids were established have changed. When changes occur, the feasibility of improving, relocating, replacing or discontinuing the aid is considered. Comments are requested, and should be addressed to:

Commander (dpw)
Fourteenth Coast Guard District
300 Ala Moana Boulevard, 9-216
Honolulu, HI 96850-4982

All comments submitted should include the following information:

1. Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night.
2. Where practicable, the type of navigating devices (such as compasses, radio direction finder, radar, loran, and searchlights) with which vessels is equipped.

3. The number of passengers and type, quantity, and value of cargo involved.
4. A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement.

•**SECTION VII: GENERAL**

Information concerning salvage operations, anchorages, restricted areas, bridge information, public notices and hearings, regattas, large ship launching or maneuvering, routine gunnery exercises, or other matters of marine information which do not specifically fit into another section of the Local Notice to Mariners.

•**SECTION VIII: LIGHT LIST CORRECTIONS**

Lists the corrections to the USCG Light List Vol. VI. Pacific Coast and Pacific Islands.

•**SECTION IX: ENCLOSURES**

Coast Pilot corrections or additional information promulgated by various state and federal government agencies.

SUBMERGED OBJECTS IN SHALLOW WATERS – CAUTION

Mariners are cautioned regarding the hazard of snags and other submerged objects, particularly in shallow waters. Even in familiar waters, new obstacles may be encountered, and known obstacles may move. Good seamanship dictates low speed and alertness when transiting areas of shallow water.

MARINE CONSTRUCTION SITES - CAUTION

The Coast Guard often receives information regarding marine construction projects involving, for example, dredging, breakwaters, piers and pipelines. This information typically is disseminated via Local and Broadcast Notice to Mariners. The construction sites generally display construction lights until these projects are completed, which serves both to light the site for purposes of construction and to warn the mariner of its existence. Barges and equipment operating in the area are usually held in place by mooring systems extending some distance from the equipment. Mariners should not rely on this equipment or its mooring to be well marked, but should pass all construction sites with caution.

SUBMARINE CABLES AND PIPELINES - CAUTION

Installation of new submarine cables and pipelines are reported in the Local Notice to Mariners; their locations may or may not be charted. Where feasible, warning signs are often erected to warn the mariner of their existence. In view of the serious consequences resulting from damage to submarine cables and pipelines, vessel operators should take special care when anchoring, fishing or engaging in underwater operations near areas where these cables or pipelines may exist or have been reported to exist. Certain cables carry high voltages; many pipelines carry petroleum products, or natural gas are under high pressure. Fire or explosion (with injury or loss of life) or a serious pollution incident could occur if they are damaged. Vessels fouling a submarine cable or pipeline should attempt to clear it without undue strain on the cable, anchors or gear; no attempt should be made to cut a cable or pipeline.

ORDERING NAUTICAL CHARTS AND PUBLICATIONS

National Ocean Service nautical charts and publications are sold by authorized sales agents located in many U.S. ports and in some foreign ports. Charts and publications may also be obtained directly from the Federal Aviation Administration's National Aeronautical Charting Office, Distribution Division. Online orders may be placed at: www.naco.faa.gov. Mail orders should be sent to:

Distribution Division (AVN-530)
FAA/National Aeronautical Charting Office
10201 Good Luck Rd.
Glenn Dale, MD 20769-9700

Orders should be accompanied by a check or money order payable to the FAA or by providing VISA or MasterCard information. Remittance from outside the United States should be made either by an International Money Order or by a check in U.S. funds drawn on a U.S. bank. Chart catalogs that include a listing of authorized sales agents are free upon request.

NOAA charts are available in both the Print-on Demand and digital raster formats. See www.NauticalCharts.gov for details. Current editions of the U.S. Coast Pilots are available for download at: <http://nauticalcharts.noaa.gov>

LIGHT LIST VOLUME VI

U.S. Coast Guard Light List Volume VI (Pacific Coast and Pacific Islands) is available for sale through the U.S. Government Printing Office (GPO) and can be ordered by phone: (866) 512-1800, via the internet at: <http://bookstore.gpo.gov>, or mail:

Superintendent of Documents
P.O. Box 371954
Pittsburgh, PA 15250-7954

NAVIGATION RULES

The Navigation Rules establish proper navigation lights and actions to be taken by vessels to avoid collision. The operator of each self-propelled vessel of 12 meters (39.4 feet) or more in length are required to carry on board and maintain for ready reference a copy of the Inland Navigation Rules. Operators are liable for a civil penalty of not more than \$5,000 for failure to comply with this requirement.

The International Rules are applicable seaward of the COLREGS demarcation lines, and the Inland Rules apply inside these lines. The Great Lakes are subject to Inland Rules. The demarcation lines are printed on most navigational charts and are published in the NAVIGATION RULES International-Inland (COMDTINST M16672.2D). The vessel operator is responsible for knowing, understanding and following the applicable navigational rules. Current editions of the Navigation Rules may be ordered through the U.S. Government Printing Office (GPO) by phone: (866) 512-1800, via the Internet at: <http://bookstore.gpo.gov>, or mail:

Superintendent of Documents
P.O. Box 371954
Pittsburgh, PA 15250-7954

RESTRICTED AREAS

The U.S. military conducts gunnery and flare exercises throughout the year in specified area. Prior to commencement of these exercises, the military notifies the respective U.S. Coast Guard Sectors to issue a Broadcast Notice to Mariners (BNM) stating the time, duration, and type of exercise. In addition, a visual and radar search of the area is conducted. During these exercises, small craft that may not be readily visible are advised to remain clear of these areas during these exercises. Individuals are requested to direct their inquiries concerning the times of the exercises to the U.S. Coast Guard Sector covering these areas.

SAFETY ZONES – GENERAL

A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion. Unless otherwise provided:

- (a) No person may enter a safety zone unless authorized by the Captain of the Port (COTP) or the District Commander;
- (b) No person may bring or cause to be brought into a safety zone any vehicle, vessel, or object unless authorized by the COTP or the District Commander;
- (c) No person may remain in a safety zone or allow any vehicle, vessel, or object to remain in a safety zone unless authorized by the COTP or the District Commander;
- (d) Each person in a safety zone who has notice of a lawful order or direction shall obey the order or direction of the COTP or District Commander, or their on-scene representative, issued to carry out the purposes of this subpart. Violators are subject to civil penalties up to a \$25,000 fine, or a Class D felony.

Specific information concerning presently active safety zones may be found via the internet at;
<http://homeport.uscg.mil>.

SECURITY ZONES – GENERAL

A security zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States. The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature: (1) Vessels, (2) Harbors, (3) Ports, and (4) Waterfront facilities in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States. Unless otherwise provided:

- (a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port or their on-scene representative;
- (b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port or their on-scene representative;
- (c) The Captain of the Port or their on-scene representative may take possession and control of any vessel in the security zone;

- (d) The Captain of the Port or their on-scene representative may remove any person, vessel, article, or thing from a security zone;
- (e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port or their on-scene representative;
- (f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port or their on-scene representative. Violators are subject to criminal penalties up to 10 years imprisonment and a \$10,000 fine.

Specific information concerning presently active security zones may be found via the internet at:
<http://homeport.uscg.mil>.

HI ISLANDS - SOUTH COAST OAHU - HAZARDOUS OPERATIONS - HOT AREAS

FACSFAC Pearl Harbor established a "HOT AREA" named "KAPU" on April 15, 1995, and a "HOT AREA" named "WELA" on March 1, 1997. Both areas have effective hours of 0700W to 2200W Monday-Friday, and 0800W to 1600W Saturday and Sunday (less federal holidays). Activities include intermittent naval gunnery exercises and airborne ordnance drops. Hot area "KAPU" is an area bounded by 20-41N 158-04W, 18-51N 158-24W, 19-08N 159-15W, 20-46N 158-16W, thence to the point of origin. Hot area "WELA" is an area bounded by 19-30N 158-18W, 18-50N 158-26W, 19-08N 159-15W, 19-43N 158-54W, thence to the point of origin. Scheduling authority is FACSFAC Pearl Harbor code-named "HULA DANCER". The "HULA DANCER" can be reached on 277.8/380.6 MHz or telephone (808) 472-7333 and may authorize transits through these areas on a case-by-case basis. No exclusive events involving ordnance will be authorized in areas "KAPU" and "WELA" from 1730W to 0730W unless requests are received no later than three working days prior to event date. Immediate fire evolution Report/Debrief is requested by FACSFACPH with recommendations to improve this evolution.

HI ISLANDS – KAHO’OLAWA ISLAND RESERVE – FISHING SCHEDULE

The Kaho’olawe Island Reserve is defined as the submerged lands and waters within two nautical miles of the island, and is divided into two zones; Zones A and B. These zones are defined as:

Zone A: Includes the island of Kaho’olawe and all submerged lands and waters between the shoreline of Kaho’olawe and the 30-fathom isobath which surrounds Kaho’olawe (HAR 13-261). Unauthorized entry into Zone A is prohibited at all times except in case of emergency.

Zone B: All waters and submerged lands between the 30-fathom isobath surrounding Kaho’olawe and two nautical miles from the shoreline of the island. Unauthorized entry into Zone B is prohibited at all times except for trolling as authorized by KIRC on the days stipulated by the Open Waters Schedule as listed above or in case of emergency. Trollers must remain underway, making way at all times while in Zone B. All lures or live bait must remain on the water surface. All other fishing, recreation, and any other activities are strictly prohibited. Kaho’olawe and its surrounding submerged lands and waters contain unknown quantities of unexploded ordnance which are hazardous to public health and safety.

Dates issued in the Local Notice to Mariners advertise the Open Waters Schedule for 2007. These waters are CLOSED to all unauthorized persons at all other times. Diving is not permitted. This announcement does not permit entry into Kaula Islet. Additional information can be viewed online at: <http://kahoolawe.hawaii.gov>.

HI ISLANDS – KAUAI - PACIFIC MISSILE RANGE FACILITY (PMRF) BARKING SANDS

The following area is established as a safety zone during launch operations at PMRF, Kauai, Hawaii: The waters bound by the following coordinates:

22-01.2N, 159-47.3W
22-01.2N, 159-50.7W
22-06.3N, 159-50.7W
22-06.3N, 159-44.8W

The above safety zone will be activated during launch operations at PMRF, Kauai, Hawaii. The Coast Guard will provide notice that the safety zone will be activated through published weekly Local Notice to Mariners and Broadcast Notice to Mariners prior to scheduled launch dates. The area described above will be closed to all vessels and persons, except those vessels and persons authorized by the Commander, Fourteenth Coast Guard District, or the Captain of the Port (COTP) Honolulu, Hawaii. The general regulations governing safety zones contained in 33 CFR 165.23 apply.

DIFFERENTIAL GPS (DGPS)

To obtain status updates of the Differential GPS broadcast sites at Pahoia, Upolu Point, and Kokole Point, HI, contact the NAVCEN WEST watch stander at (707) 765-7612, or via the Internet at <http://www.navcen.uscg.gov>.

Broadcast Site	Frequency (kHz)	Latitude	Longitude	Range
UPOLU POINT	286	20-14-45 N	155-53-01 W	170 NM
KOKOLE POINT	300	21-59-00 N	159-45-28 W	300 NM
PAHOA POINT	290	19-31-04 N	154-57-43 W	134 NM

FOURTEENTH COAST GUARD DISTRICT AUXILIARY

The Coast Guard Auxiliary offers courses in boating safety and seamanship to the public. The courses are free, however, there are fees for the materials, which range from \$35.00-\$50.00, depending on the course. For more information concerning boating safety contact Kent Richards at (808) 541-2161; Fax (808) 541-2309. For a Vessel Safety Check (VSC) contact Bruce Takayama at 1-800-818-8724, option 1.

REPORTING OIL POLLUTION

A report of a hazardous substance release or oil spill takes only a few minutes. To report a release or spill, contact the federal government's centralized reporting center, the National Response Center, at 1-800-424-8802. The NRC is staffed 24 hours a day by U.S. Coast Guard personnel, who will ask you to provide as much information about the incident as possible. If possible, you should be ready to report the following:

- ◆ Your name, location, organization, and telephone number
- ◆ Name and address of the party responsible for the incident, vessel name
- ◆ Date and time of the incident
- ◆ Location of the incident
- ◆ Source and cause of the release or spill
- ◆ Types of material(s) released or spilled
- ◆ Quantity of materials released or spilled
- ◆ Danger or threat posed by the release or spill
- ◆ Number and types of injuries (if any)
- ◆ Weather conditions at the incident location
- ◆ Any other information that may help emergency personnel respond to the incident

If reporting directly to the NRC is not possible, reports also can be made to the EPA Regional office or the U.S. Coast Guard Sector Honolulu in the area where the incident occurred. In general, EPA should be contacted if the incident involves a release to inland areas or inland waters, and the U.S. Coast Guard should be contacted for releases to coastal waters, the Great Lakes, ports and harbors, or the Mississippi River. The EPA or U.S. Coast Guard will relay release and spill reports to the NRC promptly.

EPIRB REGISTRATION

Emergency Position-Indicating Radio Beacon (EPIRB) is designed to save your life if you get in trouble, by alerting rescue authorities and indicating your location. Additional information on EPIRBs can be found at:

www.navcen.uscg.gov/marcomms/gmdss/epirb.htm. Proper registration of your EPIRB is mandated by Federal Communications Commission regulations and enforced by the U.S. Coast Guard. If you purchase a new or a used 406 MHz EPIRB, you must register it with NOAA. If you change your boat, address, or primary phone number, you must re-register your EPIRB. If you sell your EPIRB, make sure the purchaser re-registers the EPIRB, or the Coast Guard may contact you if it later becomes activated. Mariners can activate their EPIRBs at:

<http://www.beaconregistration.noaa.gov>, or by calling (888) 212-SAVE. Mariners are reminded that beginning January 1 2007, both 121.5 and 243 mhz EPIRBs are prohibited from use in both commercial and recreational watercraft.

COAST GUARD MARINE SAFETY BROADCASTS

The Coast Guard broadcasts marine safety information on VHF-FM Channel 22A (157.1 MHz) and on 2670 kHz single side band. These safety broadcasts contain information such as notices to mariners, storm warnings, distress warnings, and other information that is vital to safe navigation. Following a preliminary call on VHF-FM Channel 16 (156.8 MHz), mariners are instructed to shift to VHF-FM Channel 22A or 2670 kHz respectively. The broadcast times are daily at 0145W, 0700W, 0745W, 1100W, 1345W, 1900W, 1945W, 2300W.

EMERGENCY INFORMATION:

When in distress, observing another vessel in difficulty or hearing a distress call, supply the following information to the Coast Guard unit that answers your call:

1. Your position, and (if possible) the bearing and distance of the vessel in difficulty.
2. Nature of distress or difficulty.
3. Number of persons aboard the vessel in distress (if known).
4. Description of the vessel in distress or difficulty.
5. Your intentions, course, speed, etc.
6. Your radio call sign, name of your vessel, radio listening frequency and schedule.

NON-EMERGENCY CALLS

If you need information or assistance from the Coast Guard (other than in a distress situation), call the Coast Guard on Channel 16 (156.8 MHz) VHF-FM. In this situation you will normally be shifted to a common working frequency allowing the distress and calling frequency to remain open. The shift frequency normally will be from Channel 16 (156.8 MHz) to Channel 22A (157.1 MHz). *REMINDER: Channel 16 is a Distress and Calling Frequency. All conversations should be shifted to an appropriate working frequency after contact is established.

FALSE DISTRESS CALLS

Sending a false distress signal is prohibited and violators will be prosecuted. 14 United States Code 88 (c) states: "An individual who knowingly and willingly communicates a false distress message to the Coast Guard or causes the Coast Guard to attempt to save lives and property when no help is needed is:

- (1) guilty of a class D felony;
- (2) subject to a civil penalty of \$5,000 and
- (3) criminal fee of \$250,000
- (4) six year imprisonment
- (5) liable for all costs the Coast Guard incurs as a result of the individual's action."

The Coast Guard and other agencies treat all distress calls as real until proven otherwise. Hoax calls put rescue personnel at risk; divert rescuers from real distress calls, and wastes public funds. Mariners who have information regarding a suspected "hoax" distress call should contact Coast Guard Sector Honolulu at (808) 842-2600 / 2601.

CHANGE IN COAST GUARD LONG – RANGE RADIO FREQUENCIES

Effective January 01, 2005, the Coast Guard changed the radio frequencies used for initial single sideband voice contact with its long-range communication facilities to the following:

NEW SHIP/ShORE

- 4125
- 6215
- 8291
- 12290

Frequencies are carrier frequencies and in kilohertz. Use is authorized for initial contact and distress traffic only. Frequency for follow-on non-distress-related single sideband voice communications shall be as mutually arranged on initial contact. For further information see http://www.navcen.uscg.gov/marcomms/high_frequency/call.htm.

NOAA WEATHER RADIO

NOAA Weather Radio broadcasts National Weather Service warnings, watches, forecasts and other hazard information 24 hours a day. Each National Weather Service office tailors its broadcast to suit local needs. Routine programming is repeated every few minutes and consists of the local forecast, regional conditions and marine forecasts. Additional information, including river stages and climatic data is also provided. During emergencies, routine broadcasts are interrupted for warnings, watches and other critical information. Forecasts for Hawaiian Waters (Coastal waters) within 100 miles of the shorelines and inter-island channels along with waters within 1,000 miles of Honolulu are broadcast directly from the National Weather Service Forecast Office, Honolulu. Radio transmitters are located on Kokee, Kauai; Mt. Kaala, Oahu; Mt. Haleakala, Maui; Kulani Cone, Hawaii; South Point, Hawaii; Kaneohe, Oahu; and Hawaii Kai, Oahu.

HAWAII

<u>TRANSMITTER</u>	<u>CALLSIGN</u>	<u>FREQ (MHz)</u>	<u>NWS PROGRAMMING OFFICE</u>
HAWAII [KULANI CONE]	KBA99	162.550	HONOLULU, HI
HAWAII [SOUTH POINT]	WWG27	162.550	HONOLULU, HI
KANEOHE	WWH21	162.400	HONOLULU, HI
KAUAI [KOKEE]	KBA99	162.400	HONOLULU, HI
MAUI [MT. HALEAKALA]	KBA99	162.400	HONOLULU, HI
OAHU [MT. KAALA]	KBA99	162.550	HONOLULU, HI

GUAM

<u>TRANSMITTER</u>	<u>CALLSIGN</u>	<u>FREQ (MHz)</u>	<u>NWS PROGRAMMING OFFICE</u>
GUAM TRANSMITTER	WXM85	162.400	GUAM, GU

NORTHERN MARIANA ISLANDS

<u>TRANSMITTER</u>	<u>CALLSIGN</u>	<u>FREQ (MHz)</u>	<u>NWS PROGRAMMING OFFICE</u>
SAIPAN (MT. TOPOCHAU)	WXM86	162.550	GUAM, GU

USEFUL WEB SITES FOR THE MARINER

<http://www.uscg.mil/d14/units/msohono/> - Coast Guard Sector Office Honolulu

<http://www.navcen.uscg.gov/> - USCG Navigation Center

<http://www.noaa.gov/> - National Oceanic And Atmospheric Administration (NOAA)

<http://www.uscg.mil/d14/> - Fourteenth District Homepage

S.Brice-O'Hara
Rear Admiral, U. S. Coast Guard
Commander, Fourteenth Coast Guard District